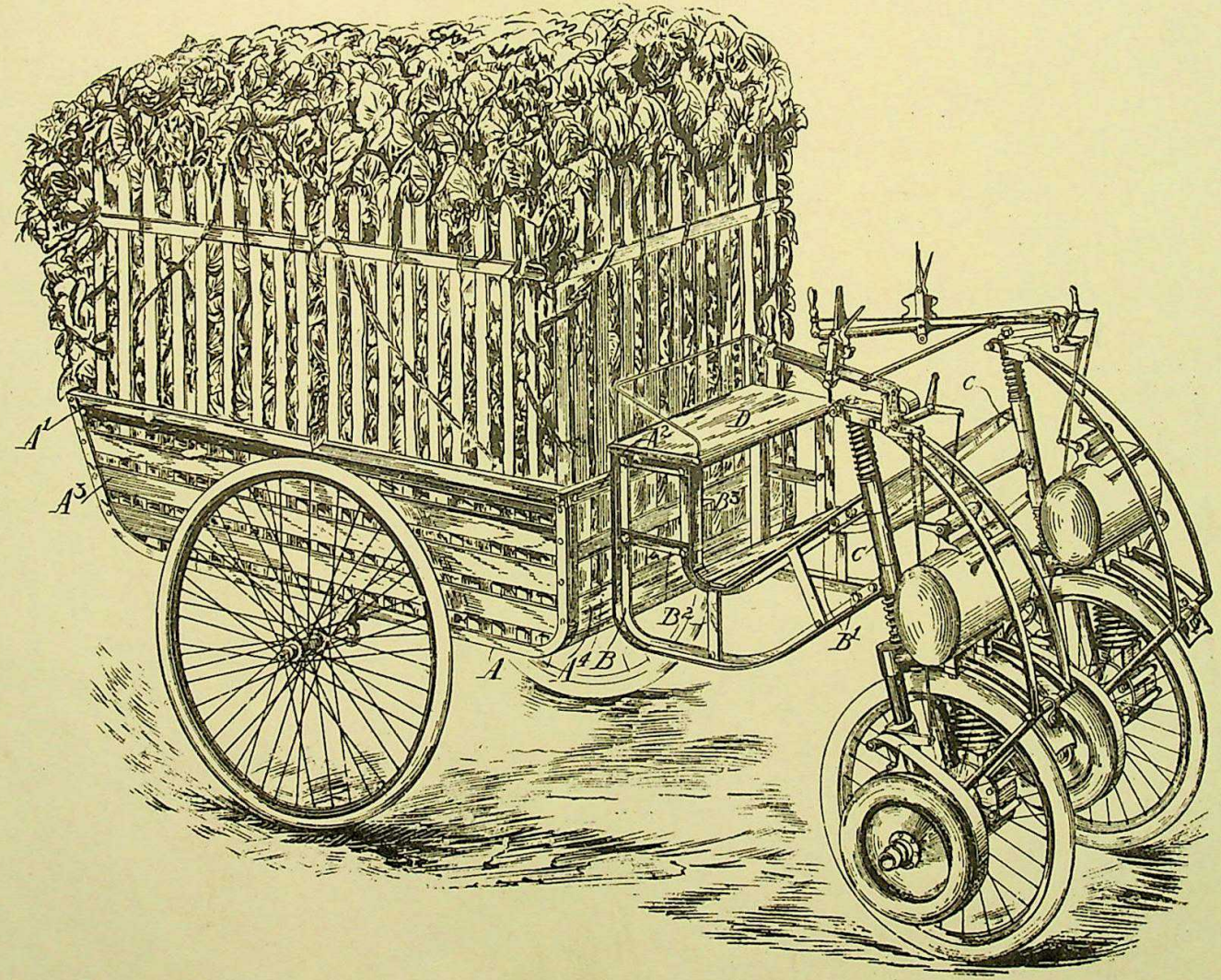
A.D. 1900. July 27. N.° 13,563.
LAWSON'S Complete Specification.

(1 SHEET)



21. CARRIAGES & WAGONS,
Motor-vehicles.

280-106

N° 13,565 A.D. 1900

Date of Application, 27th July, 1900—Accepted, 22nd Sept., 1900.

COMPLETE SPECIFICATION.

Improvements in or relating to Motor Road Vehicles adapted for the Transport of Market Produce and the like.

I, HENRY JOHN LAWSON, Engineer, of 40, Holborn Viaduct, in the County of London, do hereby declare the nature of this invention and in what manner the same is to be performed to be particularly described and ascertained in and by the following statement:—

This invention relates to vehicles adapted to carry market produce and has for its object to provide a light and cheap construction of vehicle for this purpose.

The accompanying drawing illustrates a vehicle constructed according to this invention.

The frame of the vehicle body comprises two longitudinal members A preferably constructed of angle iron and bent upwards at their extremities where they are braced by longitudinal members A^1 and transverse members A^2. The sides of the vehicle may be filled in with boards such as A^3 or in place of these wire may be stretched between the upwardly extending ends of the members A. The front, rear and bottom of the vehicle may be similarly filled in. The front of the vehicle is, however, preferably strengthened by additional transverse members A^4, to which is secured a forecarriage comprising downwardly extending members B, one end of each of which is rigidly secured to the transverse members of the forepart of the vehicle, whilst the other end B^1 is carried forward and curved upwards to receive a steering socket C. Braced parallel to these members by struts B^2 are members B^3, the free ends of which are also secured to the steering sockets C. Each double member B B^3 is thus made to carry a steering socket and the two double members may be further strengthened by struts arranged between them. The ends of the members B B^3 secured to the vehicle are made to carry a seat D for the driver. Within each of the steering sockets C is mounted a steering fork carrying a road wheel upon which is mounted the motor and its driving mechanism. Each of the steering forks is provided with a steering rod carrying a handle by which the direction of the vehicle is controlled.

Additional struts or ties and transverse members may obviously be used to strengthen the different parts of the frame without departing from the spirit of this invention.

The road wheels with their motors and driving mechanisms do not in themselves form part of this invention being fully described in an earlier Patent No. 2841 granted to me and dated 8th February 1899.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed I declare that what I claim is:—

1. In a motor-road vehicle of the kind described the combination with a metal frame A A^1 A^2 A^4 of a fore carriage comprising downwardly extending members B B^3 secured to the frame of the vehicle and curved upwards and away from the

vehicle at B^1 and provided with steering sockets C to receive the steering forks with their road wheels and driving mechanisms substantially as described.

2. The complete motor road vehicle substantially as described and illustrated in the accompanying drawing.

Dated this 25th day of July 1900.

BOULT, WADE & KILBURN,
Agents for the Applicant.

Redhill: Printed for Her Majesty's Stationery Office, by Malcomson & Co., Ltd.—1900.